



**INITIAL RECCOMENDATION MEETING
WEST DESIGN REVIEW BOARD**

Record Number:	3017871-LU
Address:	701 Valley St
Applicant:	Daniel Goddard, Weinstein A+U for Tarragon LLC
Date of Meeting:	Wednesday, November 28, 2018
Board Members Present:	Patreese Martin John Morefield Homero Nishiwaki Stephen Porter (Chair)
Board Members Absent:	Brian Walters
SDCI Staff Present:	Beth Hartwick

SITE & VICINITY

Site Zone: SM-SLU 175/85-280 (Seattle Mixed- South Lake Union 175/85-280)

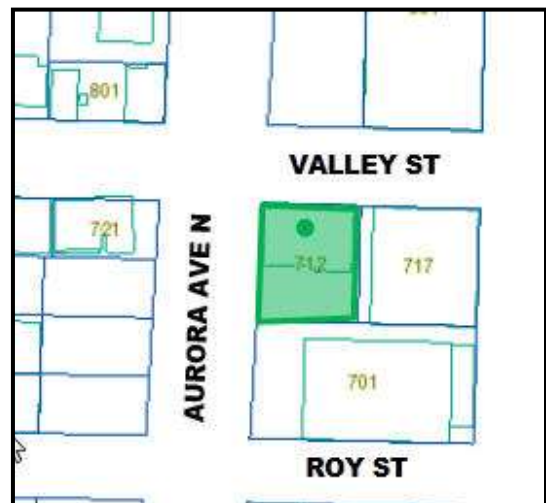
Nearby Zones: (North) SM-SLU 175/85-280 & SM-SLU 100/95
(South) SM-SLU 175/85-280
(East) SM-SLU 175/85-280 & SM-SLU 100/95
(West) SM-UP 85 (M) & SM-UP 65 (M)

Lot Area: 12,152 sq. ft.

Access: The site has access from Aurora Ave N and Valley St.

Environmentally Critical Areas: None

Current Development: Two-story office building constructed in 1937.



Surrounding Development and Neighborhood Character:

Directly to the east of the site is a recently constructed 100 unit 6-story apartment building. Directly to the south is a 6-story office building constructed in 1984. Across Valley St is a recently completed 286 unit 6-story apartment structure. Across Aurora Ave N is a 6-story apartment building completed in 2012.

Aurora Ave N, also known as State Route 99, is a heavily traveled road that essentially cuts off the South Lake Union neighborhood from the Uptown neighborhood to the west. The closest pedestrian crossings are at Mercer St. under Aurora Ave N two blocks to the south and the pedestrian overpass at Galer St, 7 blocks to the north. Aurora Ave N has very limiting vehicle crossings, the closest one being the Mercer St. underpass to the south.

The surrounding blocks are rapidly transforming into a residential neighborhood with new apartment buildings lining Dexter Ave. N. Smaller commercial uses are available along Dexter Ave N.

The office and commercial uses in South Lake Union are easily accessible by walking. Bus routes run on Aurora Ave N, Dexter Ave, and Mercer St. Dexter Ave one block to the east is a major north/south bike corridor. South Lake Union Park is a few block to the east offering recreational opportunities. Seattle Center is located to the southwest accessible by the Mercer St. underpass. The new north portal of the RT. 99 tunnel is a couple blocks to the south.

PROJECT DESCRIPTION:

Land Use Application to allow a 15-story, 162 unit apartment building. Parking for 64 vehicles will be located below grade. Existing structure to be demolished.

The design packet includes information presented at the meeting, and is available online by entering the record number at this website:

<http://www.seattle.gov/DPD/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

The packet is also available to view in the file, by contacting the Public Resource Center at SDCl:

Mailing Public Resource Center
Address: 700 Fifth Ave., Suite 2000
 P.O. Box 34019
 Seattle, WA 98124-4019

Email: PRC@seattle.gov

DESIGN DEVELOPMENT

The applicant presented three massing options. Given the location of the site within the seaplane corridor flight path, the structure is limited to 152 feet in height.

Alternative 1 showed a 15 story building with 152 residential units. The ground level included a bike room along Aurora Ave N, a small lounge, and building services with the pedestrian entry and parking accessed from Valley St. A “L” shaped podium had 5 levels with a narrower “L” shaped tower above with frontage along the two streets. Open space facing east and south would be provided at Levels 2 and 7. Parking for 76 vehicles will be located at street level and below grade.

Alternative 2 showed a 15 story building with 158 residential units. The ground level included a bike room along Aurora Ave N, a lounge, and building services with the pedestrian entry and parking accessed from Valley St. A “bar” shaped podium had 5 levels running with units facing east and west with a square shaped tower above, located at the north portion of the podium. Open space facing east and south would be provided at Levels 2 and 7. Parking for 79 vehicles will be located at street level and below grade.

Alternative 3, the preferred option, showed a 15 story building with 147 residential units. The ground level included a bike room along Aurora Ave N, a lounge, and building services with the pedestrian entry and parking accessed from Valley St. A second curb cut from Aurora Ave N would access parking at the street level. A 14 story tower showed units facing east and west off a north/south corridor with a shorter eastern side. Open space facing east and south would be provided at Levels 2 and 15. The applicant provided three alternative to the layout of the units and open space on the 15th floor. One showed amenity and open space located on the western side, one showed amenity and open space located on the eastern side and one split the amenity and open space with locations at the northeast and south west corners. Parking for 73 vehicles will be located at street level and below grade.

PUBLIC COMMENT

No public comments were offered at the meeting.

One purpose of the design review process is for the Board and City to receive comments from the public that help to identify feedback and concerns about the site and design concept, identify applicable citywide and neighborhood design guidelines of highest priority to the site and explore conceptual design, siting alternatives and eventual architectural design.

All public comments submitted in writing for this project can be viewed using the following link and entering the project number: <http://web6.seattle.gov/dpd/edms/>

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

EARLY DESIGN GUIDANCE: January 7, 2015

- 1. Massing: The Board directed the applicant to proceed with Alternate 3, the preferred option as it has a better relationship to the surrounding existing structures and provides better open space for the residents. (CS2.B.3, CS2.D.2, CS2.D.5, DC2.A.2)**
 - a. Orient the massing to preserve views from Queen Anne hill. (CS2.A.2, DC2.A.2)
 - b. The Board supported the orientation of the residential units facing west and east. (CS2.B.1, DC2.A.1, DC1.A.4)
 - c. Design and locate the structure to set a precedent for orientation for views and the treatment of Aurora Ave N. (CS2.A.2, CS3.A.4, DC2B.1&2)
 - d. The Board supported pulling the massing away from the neighboring existing structures. (CS2.D.2, CS2.D.5)
- 2. Tower Design: The Board noted the top of the structure will be visible. The Board expressed it was up to the design team to decide if the east or west location for the amenity and open space on the roof is the best location. (CS2.A.2, CS2.B.3, CS3.A.4, DC2.A.2, DC2.I.i)**
 - a. The Board supported the modulation on the north and south elevations. (DC2.A.1&2)
 - b. Design the west elevation with texture, using secondary architectural features, and a finer human scale detailing. (DC2.A.2, DC2.B.1&2, DC2.D1&2, DC4.A.1)
 - c. Design a restrained texture on the east elevation as it will not be as prominent. (DC2.D.1)
 - d. Design the tower so it has a residential appearance and character (and does not look like an office building). (DC2.A.1, DC2.B.1)
- 3. Relationship to Street: The Board gave the following guidance:**
 - a. The Board encouraged the location of the entry lobby and the cascading stairs towards Dexter Ave N. (CS2.B.2, PL2.A.2, PL3.A.1&2&4)
 - b. Design the street level for residents to enter and exit the site safely. (PL2.A.2, PL2.B.3, PL3.A.1&2, PL4.A.2, DC1.B.1)
 - c. Supported the placement of bike storage use along Aurora Ave N. (PL4.A.1, DC1.A.4)
 - d. Carefully consider how the street edge will work. (DC2.A.1, DC2.B.1&2)
- 4. Access : The Board discussed the departure request to allow a second curb cut off of Aurora Ave N. The proposed curb cut would provide a level location for solid waste collection and access to one level of parking. The Board noted that access to parking and trash collect are separate issues.**
 - a. The Board stated they would not be inclined to grant a departure for parking access off Aurora Ave N. unless it can be clearly show how granting this departure

would make the project better meet the intent of the guidelines. See Departures at the end of the report. (DC1.B.1, DC1.C.1, DC1.I.i)

- b. The Board acknowledged that a curb cut for solid waste pickup only may facilitate pullover space and access for collection trucks. However, they expressed that the solution to this should be determined by SPU, SDOT and DPD.

INITIAL RECOMMENDATION November 28, 2018

PUBLIC COMMENT

No public comments were offered at the meeting.

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PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

1. **Design Concept:** The Board was supportive of the overall massing changes and how the design had evolved from EDG, commending the design rigor of the elevations above the ground level.
 - a. They expressed approval of the reversal of the roof top massing, the envelopment of the mechanical equipment on the roof, the continuation of the glazing in the vertical gasket across the roof terrace, the balconies and the fenestration design. However, during deliberation the Board determined that the project would need to return for a Second Recommendation meeting due to their concerns about the proposed materiality and the design and treatment of the ground level. (DC2-B, DC2-I, DC4-A)
 - b. The Board supported the operable windows. (DC2-C-2)
 - c. The Board encouraged the applicant to read the new Design SLU Design Guidelines. [Staff note: After the meeting SDCI determined that the Design Review process will be reviewed against the new design guidelines, as the project is not vested.]

- 2. Materiality:** The Board supported the use of integral color in the fiber cement panels and the simplicity of the white and grey colors, noting that the use of a fiber cement product on a tower is unusual. There was concern about the use of a true white, so guidance was given to consider using a color that appears white even if it is grayish. The Board expressed concern about the appropriateness of the materials at the ground level. (DC4-A) The Board provided the following guidance for the applicant to address at the next Recommendation meeting:
- Provide analytical documentation of how well the proposed white fiber cement product will maintain its color over time or use a color that will age well yet appear “whitish”. (DC4-A)
 - Provide details of the fastening, reveals, etc. of the integral fiber cement material. (DC4-A)
 - Provide details that show how each of the exterior materials terminate and relate to grade. (DC4-A)
 - Provide details that show how the fiber cement panels will terminate at the concrete base and consider a creating a taller concrete base. (DC4-A)
- 3. Street Level Design:** The Board stated that most of their concerns of the proposed design were at the ground level, noting that the strong concept of the tower needs a better resolution at the ground plane. The Board was concerned with the scale of the ground level to the tower above, the small residential entry, the lack of transparency, and the low height between grade and the tower overhang at the corner of Valley St and Aurora Ave N. (PL2-B-3, DC2-D-1) The Board provided the following guidance for the applicant to address at the next Recommendation meeting:
- Provide a design at the ground floor that has a better scale relationship to the tower above so that the building does not appear top heavy. (DC2.B.1)
 - Provide a design with a higher level of transparency at grade. (PL2-B-3)
 - Provide a design with a more generous residential entry. (PL3-A-1)
- 4. Pedestrian Experience:** The Board commented on the location and design treatment of the parking garage entry off Valley St and the utility spaces (solid waste storage, electrical room and SCL space) located along the Aurora Ave N. sidewalk.
- They were supportive of the splitting of the “service” functions, noting that having all the services next to the garage entry would not be suitable for Valley St, and the Aurora Ave N location is preferable. However, the Board stated that having the back of house “alley” functions along Aurora Ave N is not conducive for a good pedestrian experience. (DC1-B-1, DC1-C-4, DC2-B, DC4-D-1)
 - The Board was concerned about the lack of information about the materials and landscaping at the garage entry area and gave guidance to use materials, detailing and landscaping that is cohesive with the overall design. (DC1-B-1, DC1-C-4, DC2-B, DC4-D-1)
 - The Board was also concerned about the pedestrian experience along Aurora Ave N at the service entries and blank wall. (DC1-B-1, DC1-C-4, DC2-B, DC4-D-1)

- d. The Board provided the following guidance for the applicant to address at the next Recommendation meeting:
 - i. Provide further information on the materials, and detailing of the garage entry area. (DC2-D, DC4-A)
 - ii. Provide additional landscaping and trees above the garage along with details to ensure the landscaping will thrive. (DC4-D)
 - iii. Maintain the reduced width of the garage entry. (DC1-B-1, DC1-C-2)
 - iv. Provide design options on how to make the façade at the service areas along Aurora Ave N more interesting, including lighting. (DC1-C-4, DC2-B-2, DC4-D)

In addition to the direction above, the applicant should provide the following at the 2nd Recommendation Meeting:

- Provide a perspective from Valley St that shows how the landscaping on the terrace above the garage entry will be viewed from street level.
- Provide an adjacency study showing the location of the windows to the east.
- Provide details on how the stormwater system will look and operate.

DEVELOPMENT STANDARD DEPARTURES
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The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the Initial Recommendation meeting the following 3 departures were requested:

1. **Site Triangles (SMC23.54.030.G.2)** The Code requires that for two way driveways less than 22 feet wide, a sight triangle on both sides of the driveway be provided and kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway and sidewalk. The sight triangle shall also be kept clear of obstructions in the vertical spaces between 32 inches and 82 inches from the ground.

The applicant proposed having a reduced site triangle at the east exit side of the driveway with dimensions of 8'-6" instead of 10'. The use of textured pavement and at grade warning lights are proposed.

The Board indicated they are inclined to grant this departure, dependent on seeing details of a mitigation strategy for public safety and a demonstration of how granting the departure will provide a design that better meets the intent of the Design Guidelines.

2. **Driveways (SMC23.54.030.D.1.c)** The Code states that driveways of any length that serve more than 30 parking spaces shall be at least 10 feet wide for one-way traffic and at least 20 feet wide for two-way traffic.

The applicant proposed a driveway width of 18'-8" at the two-way entry into the parking garage.

The Board indicated they are inclined to grant this departure, dependent on seeing details of a mitigation strategy for public safety and demonstration of how granting the departure will provide a design that better meets the intent of the Design Guidelines.

3. **Parking Stalls (SMC23.54.030.B.1.)** The Code states that when more than five parking spaces are provided, a minimum of 60 percent of the parking spaces shall be striped for medium vehicles. The minimum size for a medium parking space shall also be the maximum size. Forty percent of the parking spaces may be striped for any size category in subsection 23.54.030.A, provided that when parking spaces are striped for large vehicles, the minimum required aisle width shall be as shown for medium vehicles.

The applicant proposed reducing the required percentage of medium stalls by 25% from 60% to 45%.

The Board indicated they are not inclined to grant this departure, since the applicant has not demonstrated how the design with this departure better meets the intent of the Design Guidelines.

DESIGN REVIEW GUIDELINES

The priority Citywide and South Lake Union guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-B Sunlight and Natural Ventilation

CS1-B-1. Sun and Wind: Take advantage of solar exposure and natural ventilation. Use local wind patterns and solar gain to reduce the need for mechanical ventilation and heating where possible.

CS1-B-2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on site.

CS1-B-3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

CS1-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

South Lake Union Supplemental Guidance:

CS1-I Responding To Site Characteristics

CS1-I-i. Sustainable Design: New development is encouraged to take advantage of site configuration to accomplish sustainability goals. The Board is generally willing to recommend departures from development standards if they are needed to achieve sustainable design. Refer to the Leadership in Energy and Environmental Design* (LEED) manual which provides additional information. Examples include:

1. Solar Orientation.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-1. Sense of Place: Emphasize attributes that give a distinctive sense of place. Design the building and open spaces to enhance areas where a strong identity already exists, and create a sense of place where the physical context is less established.

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-B-3. Character of Open Space: Contribute to the character and proportion of surrounding open spaces.

CS2-C Relationship to the Block

CS2-C-3. Full Block Sites: Break up long facades of full-block buildings to avoid a monolithic presence. Provide detail and human scale at street-level, and include repeating elements to add variety and rhythm to the façade and overall building design.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

South Lake Union Supplemental Guidance:

CS2-I Responding to Site Characteristics

CS2-I-i. Views: Encourage provision of “outlooks and overlooks” for the public to view the lake and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or facade setbacks of the building to enhance opportunities for views.

CS2-II Height, Bulk, and Scale Compatibility

CS2-II-i. Corridor Experience: Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Mercer, Aurora, Fairview and Westlake. These locations, pending changes in traffic patterns, may evolve with transportation improvements.

CS2-II-ii. Upper-level Setbacks: Encourage stepping back an elevation at upper levels for development taller than 55 feet to take advantage of views and increase sunlight at street level. Where stepping back upper floors is not practical or appropriate other design considerations may be considered, such as modulations or separations between structures.

CS2-II-iii. Width Ratios: Relate proportions of buildings to the width and scale of the street.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

CS3-B Local History and Culture

CS3-B-1. Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

South Lake Union Supplemental Guidance:

CS3-I Height, Bulk, and Scale Compatibility

CS3-I-i. Facade Articulation: Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity.

CS3-I-ii. Reduce Visual Bulk: Consider using architectural features to reduce building scale such as:

- a. landscaping;

- b. trellis;
- c. complementary materials;
- d. detailing;
- e. accent trim.

CS3-II Architectural Context

CS3-II-i. Mix of Building Style: Support the existing fine-grained character of the neighborhood with a mix of building styles.

CS3-II-iv. Historic Aesthetic: Respond to the history and character in the adjacent vicinity in terms of patterns, style, and scale. Encourage historic character to be revealed and reclaimed, for example through use of community artifacts, and historic materials, forms and textures.

CS3-II-v. Industrial Character: Respond to the working class, maritime, commercial and industrial character of the Waterfront and Westlake areas. Examples of elements to consider include:

- a. window detail patterns;
- b. open bay doors;
- c. sloped roofs.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-A Network of Open Spaces

PL1-A-2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and quality of project-related open space available for public life.

PL1-B Walkways and Connections

PL1-B-1. Pedestrian Infrastructure: Connect on-site pedestrian walkways with existing public and private pedestrian infrastructure, thereby supporting pedestrian connections within and outside the project.

PL1-B-2. Pedestrian Volumes: Provide ample space for pedestrian flow and circulation, particularly in areas where there is already heavy pedestrian traffic or where the project is expected to add or attract pedestrians to the area.

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

PL1-C-2. Informal Community Uses: In addition to places for walking and sitting, consider including space for informal community use such as performances, farmer's markets, kiosks and community bulletin boards, cafes, or street vending.

PL1-C-3. Year-Round Activity: Where possible, include features in open spaces for activities beyond daylight hours and throughout the seasons of the year, especially in neighborhood centers where active open space will contribute vibrancy, economic health, and public safety.

South Lake Union Supplemental Guidance:

PL1-I Human Activity

PL1-I-i. Open Connections: Keep neighborhood connections open, and discourage closed campuses.

PL1-I-ii. Pedestrian Network: Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.

PL1-I-iii. Lighting: Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.

PL1-II Landscaping To Reinforce Design Continuity With Adjacent Sites

PL1-III Pedestrian Open Spaces and Entrances

PL1-III-i. Public Realm Amenity: New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way. The Board is generally willing to consider a departure in open space requirements if the project proponent provides an acceptable plan for features such as:

- a. curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors that are designated for high levels of traffic flow;
- b. pedestrian-oriented street lighting;
- c. street furniture.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

PL2-A-2. Access Challenges: Add features to assist pedestrians in navigating sloped sites, long blocks, or other challenges.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-C Weather Protection

PL2-C-1. Locations and Coverage: Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

PL2-C-2. Design Integration: Integrate weather protection, gutters and downspouts into the design of the structure as a whole, and ensure that it also relates well to neighboring buildings in design, coverage, or other features.

PL2-C-3. People-Friendly Spaces: Create an artful and people-friendly space beneath building.

PL2-D Wayfinding

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

South Lake Union Supplemental Guidance:

PL2-I Streetscape Compatibility

PL2-I-i. Street Level Uses: Encourage provision of spaces for street level uses that vary in size, width, and depth. Encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.

PL2-I-ii. Streetscape Amenities: Provide pedestrian-friendly streetscape amenities

- a. tree grates;
- b. benches;
- c. lighting.

PL2-I-iii. Sidewalk Retail: Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining six feet for pedestrian movement, where the sidewalk is sufficiently wide).

PL2-II Personal Safety and Security

PL2-II-i. All-Day Activity: Enhance public safety throughout the neighborhood to foster 18- hour public activity. Methods to consider are:

- a. enhanced pedestrian and street lighting;
- b. well-designed public spaces that are defensively designed with clear sight lines and opportunities for eyes on the street.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

PL3-C-3. Ancillary Activities: Allow space for activities such as sidewalk vending, seating, and restaurant dining to occur. Consider setting structures back from the street or incorporating space in the project design into which retail uses can extend.

South Lake Union Supplemental Guidance:

PL3-I Streetscape Compatibility

PL3-I-i. Retail Location: Where appropriate, consider a reduction in the required amount of commercial and retail space at the ground level, such as in transition zones between commercial and residential areas. Place retail in areas that are conducive to the use and will be successful.

PL3-II Human Activity

PL3-II-i. Public/Private Transition: Create graceful transitions at the streetscape level between the public and private uses.

PL3-II-ii. Active Facades: Design facades to encourage activity to spill out from business onto the sidewalk, and vice-versa.

PL3-II-iii. Coordinate Retail/Pedestrian Activity: Reinforce retail concentrations with compatible spaces that encourage pedestrian activity.

PL3-II-iv. Activity Clusters: Create businesses and community activity clusters through colocation of retail and pedestrian uses as well as other high pedestrian traffic opportunities.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-A Entry Locations and Relationships

PL4-A-1. Serving all Modes of Travel: Provide safe and convenient access points for all modes of travel.

PL4-A-2. Connections to All Modes: Site the primary entry in a location that logically relates to building uses and clearly connects all major points of access.

PL4-B Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

PL4-C Planning Ahead For Transit

PL4-C-1. Influence on Project Design: Identify how a transit stop (planned or built) adjacent to or near the site may influence project design, provide opportunities for placemaking.

PL4-C-2. On-site Transit Stops: If a transit stop is located onsite, design project-related pedestrian improvements and amenities so that they complement any amenities provided for transit riders.

PL4-C-3. Transit Connections: Where no transit stops are on or adjacent to the site, identify where the nearest transit stops and pedestrian routes are and include design features and connections within the project design as appropriate.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-A Arrangement of Interior Uses

DC1-A-1. Visibility: Locate uses and services frequently used by the public in visible or prominent areas, such as at entries or along the street front.

DC1-A-2. Gathering Places: Maximize the use of any interior or exterior gathering spaces.

DC1-A-3. Flexibility: Build in flexibility so the building can adapt over time to evolving needs, such as the ability to change residential space to commercial space as needed.

DC1-A-4. Views and Connections: Locate interior uses and activities to take advantage of views and physical connections to exterior spaces and uses.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-B-2. Facilities for Alternative Transportation: Locate facilities for alternative transportation in prominent locations that are convenient and readily accessible to expected users.

DC1-C Parking and Service Uses

DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC1-C-3. Multiple Uses: Design parking areas to serve multiple uses such as children's play space, outdoor gathering areas, sports courts, woonerf, or common space in multifamily projects.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-C Secondary Architectural Features

DC2-C-1. Visual Depth and Interest: Add depth to facades where appropriate by incorporating balconies, canopies, awnings, decks, or other secondary elements into the façade design. Add detailing at the street level in order to create interest for the pedestrian and encourage active street life and window shopping (in retail areas).

DC2-C-2. Dual Purpose Elements: Consider architectural features that can be dual purpose— adding depth, texture, and scale as well as serving other project functions.

DC2-C-3. Fit With Neighboring Buildings: Use design elements to achieve a successful fit between a building and its neighbors.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

South Lake Union Supplemental Guidance:

DC2-I Architectural Concept and Consistency

DC2-I-i. Roofscape Design: Design the “fifth elevation” — the roofscape — in addition to the streetscape. As this area topographically is a valley, the roofs may be viewed from locations outside the neighborhood such as the freeway and Space Needle. Therefore, views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from the freeway and elevated areas.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

South Lake Union Supplemental Guidance:

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC3-B Open Space Uses and Activities

DC3-B-1. Meeting User Needs: Plan the size, uses, activities, and features of each open space to meet the needs of expected users, ensuring each space has a purpose and function.

DC3-B-2. Matching Uses to Conditions: Respond to changing environmental conditions such as seasonal and daily light and weather shifts through open space design and/or programming of open space activities.

DC3-B-3. Connections to Other Open Space: Site and design project-related open spaces to connect with, or enhance, the uses and activities of other nearby public open space where appropriate.

DC3-C Design

DC3-C-1. Reinforce Existing Open Space: Where a strong open space concept exists in the neighborhood, reinforce existing character and patterns of street tree planting, buffers or treatment of topographic changes. Where no strong patterns exist, initiate a strong open space concept that other projects can build upon in the future.

DC3-C-2. Amenities/Features: Create attractive outdoor spaces suited to the uses envisioned for the project.

South Lake Union Supplemental Guidance:

DC3-I Landscaping To Reinforce Design Continuity With Adjacent Sites

DC3-I-i. Sustainable Landscaping: Encourage landscaping that meets LEED criteria. This is a priority in the Cascade neighborhood.

DC3-I-ii. Native Vegetation: Where appropriate, install indigenous trees and plants to improve aesthetics, capture water and create habitat.

DC3-I-iv. Water Features: Water features are encouraged including natural marsh-like installations.

DC3-I-v. Lighting: Reference the City of Seattle Right Tree Book and the City Light Streetscape Light Standards Manual for appropriate landscaping and lighting options for the area.

DC3-II Landscaping To Enhance The Building and/or Site

DC3-II-i. Integrated Artwork: Consider integrating artwork into publicly accessible areas of a building and landscape that evokes a sense of place related to the previous uses of the area. Neighborhood themes may include service industries such as laundries, auto row, floral businesses, photography district, arts district, maritime, etc.

DC3-III Landscape Design To Address Special Site Conditions

DC3-III-i. View Orientation: Landscaping should be designed to take advantage of views to waterfront and downtown Seattle.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-A-2. Climate Appropriateness: Select durable and attractive materials that will age well in Seattle’s climate, taking special care to detail corners, edges, and transitions.

DC4-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

DC4-D-4. Place Making: Create a landscape design that helps define spaces with significant elements such as trees.

RECOMMENDATIONS

BOARD DIRECTION

At the conclusion of the Initial Recommendation Meeting, the Board directed the project to return for a Second Recommendation meeting.